

Negative Operating Ratio in the Railways

4705. SHRI PARMESHWAR KUMAR AGARWALLA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Railways are likely to show negative operating ratio;
- (b) if so, what are the reasons therefor; and
- (c) how the Railways would be able to manage development and safety measures with depletive operative ratio?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVDAY SINGH): (a) and (b) The operating Ratio of the Indian Railways, which is worked out by determining the percentage that the "Total Working Expenses" bear to the "Gross Traffic Earnings", below 100 and is, therefore, positive as the Gross Traffic Earnings exceed the Total Working Expenses. In recent years, however, this ratio has deteriorated from 82.5% (1995-96) to 98.8% (projected for 2001-02), primarily on account of the absorption of the impact of the implementation of the recommendations of the Fifth Central Pay Commission.

(c) With the stabilisation of the working expenses, the internal resource generation is expected to improve. This, supplemented by the Budgetary Support from the General Revenues and Extra Budgetary Resources through market borrowing, will be utilised for development and safety-related works.

Cleanliness and Hygiene in Long Distance Trains

4706. MISS MABEL REBELLO: Will the Minister of RAILWAYS be pleased to state:

- (a) whether Government are aware that South bound trains are not being cleaned before commencement of journey from New Delhi or Nizamuddin railway stations;
- (b) whether there is no cleaning of these trains enroute also and if so, the reasons therefor; and

[27 April, 2001]

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(c) whether the Railways have any plans to improve cleanliness and hygiene on long distance trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) All the trains bound for Southern India are thoroughly cleaned during maintenance at New Delhi/Nizamuddin railway station prior to commencement of journey.

(b) The toilets of South bound trains are cleaned enroute regularly at nominated points with high pressure jet cleaning machines. Travelling Safaiwalas are regular deputed on important trains e.g. Tamil Nadu Express, G.T. Express, Kerala Express and Karaataka Express for cleaning of coaches enroute.

(c) Following steps are being taken to improve the cleanliness and hygiene on long distance trains:

(i) Use of high pressure jet cleaning plants at base depots and mobile jet plants at nominated enroute stations for quick and effective cleaning.

(ii) Regular disinfection of coaches through specialized pest control agencies.

(iii) Monthly intensive cleaning of coaches at base depots.

(iv) Use of improved cleaning agents.

(v) Deployment of travelling safaiwalas for enroute cleaning services on important trains.

(vi) Monitoring the condition through regular inspections and surprise checks.